At Pimileo, the ravages of fire are plainly marked. The spot where formerly the grand stand stood is occupied by a temporary structure while the former sites of the elegant and commodious cooling-out shed for the horses after races and the buildings adjoining, are bare save ruined walls. A touch of sentiment surrounded the grand stand and its recent destruction was much regretted, Painter on the front of the structure were the names of the winners of the Dixle stakes, from the inception of the stake till the fall of the running horse interest at this whelp-known trace.

While the destroying element consumed the big wooden structure it in no wise marred the beauty of the field inside of the race track, which presents the same romantic appearance as of yore, when steeple chasing was in vogue. The water jumps, nedges, etc., which marked the course still remain, but the participants in the contests, both human and equine, have sought other fields. The structures will be rebuilt and made as complete as possible in every detail, and in the meantime the fancy for the harness-race horse seems to grow stronger in Baitimore and vicinity.

seems to grow stronger in batterior vicinity.

During the course of a pleasant chat with Colonel Robert Hough, the well known secretary of the Pimileo track, he informed me that while the base-ball craze in Baltimore, interfered with the attendance, still the meeting was a

Colonel Hough, will officiate as starter in the Judges' stand at the races which begin at the Exposition here to-morrow. At William Hopp's stable on the grounds was quartered Walker Morrill, and for the first time I saw the ased son of Winthrop Morrill, and Fanay, a daughter of the Eaton horse, 122. Walker Morrill, was foaled in 185s and in color is a dark bay with white hairs scattered through his coat, with white on all four less and in the face. He stands about lifteen hands two inches high, and is a horse of high finish and style, with legs and feet perfectly clean and smooth in spite of his twenty-five years. Hocked to a road cart and specified by Robert Brawley up and down the stretches of the track, the old stallion seemed to posacs the vim and resciation which characterized him in his youth. Though owned for years past by Mr. Hopps, the bay stallion has been kept till recently for service on the Eastern shore of Virginia, where the bast of his get were sired. Though fairly well preserved, he plainly bears the marks of age and his days of service in the star of five trotters and two pacers in the gray pacing stallion Marendes, 2:371-4 owned by E. F. Nottingham, Eastville Ve. Colonel Hough, will officiate as starter

R. Nelson's bay mare Nellie D., did S. R. Nelson's bay mare Nellie D., did herself credit at the recent Pimilso meeting, and has clearly proven herself the best four-year-old race mare that Virginia has ever produced. Starting in the 2-25 class, made up of a big field, on Friday, the 5th instant, she did not get a place. The following day she started in the 2-27 class, and losing two heats to Belle Freeman, in 2:18.3-4 and 2:19-1-2, the daughter of Toodles, fr. went on and took the three concluding heats and the race, in 2:19-1-4, 2:21, 2:29.

Nellie D. is the first of her sires produce to get a record under 2:25, though his other fast daughter, Miss Thompson, owned by Thomas M. Hewitt, has a mark of 2:29-1-2.

1-4. Mr. Walton's string has been trained and driven during this season's campaign by Mr. Thomas Settle, formerly of Lexington. Ky

Mr. Joseph Bryan has been fortunate enough to secure a fine oil painting of the famous race horse and sire Kevenue. The picture was painted by the celebrated artist and animal painter Edwin Troye, now deceased and is a most excellent likeness of the bay stallion that had for a sire imported Trustee, and whose dam was Rossile Somers, by Sir Charles and she out of Mischief, by Virginian, Revenue was bred by John Minor Botis, and foaled in 1843, and it was from a son of that gentleman, viz.: Mr. B. B. Botts, now of Washington, that Mr. Bryan procured the painting, which, though executed in 1850, is in a perfect state of preservation, the colors being as bright and fresh as though of very recent date. Mr. Bryan will have the painting handsomely reframed with a metal tablet attached giving pedigree with date of foaling and death of the famous son of imported Trustee, and hereafter it will adorn the walls of the famm mansion at Laburnum.

Mr. Harry D. Kensett sends me from Eastville, Northampton county, Va, a list of the officers and by-laws of the farm mansion at Laburnum.

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of this club will not only furnish exhilarating sport for those who take part,
but will encourage the breeding of hunters and saddle horses, and should meet
with much favor from the residents of
the Eastern shore. Mr. Kensett, who is
young, ardent and well-fitted for the
position was chosen secretary and treasurer. Mr. Otho F. Mears, as president,
and George Jarvis, vice-president,
and George Jarvis, vice-president,
and George Jarvis, vice-president,
and Guesn high honor and promotion.
But, perhaps, the most cruel of all their
cruel wars, have been the most recent
And Africa, the country of the negro,
tharty D. Kensett, Edward Nottingham,
H. Forney Reese, George Jarvis, Harry
R. Nottingham and Robert L. Aliworth.

The Exposition race meeting begins
with bright promises of a week's good
more discreditable to them as soldiers

and to execute spainty of blowing from
teamnon.

It was an English officer, who, havin
recaptured the Princess of Delhi, shot
them with his own hand as they rode
uniarmed in his power; then exposed their
naked bodies in the public places of
their city, and received from his people
and Queen high honor and promotion.
But, perhaps, the most cruel of all their
consumers of champagne. Brussels and
Africa, the country
the unheard penalty of blowing from
teamnon.

The French cooks who burn to distinguish
the unheard penalty of blowing
from
teamnon but there are also two juventle
French cooks who burn to distinguish
themselves.—The Boston Herald.

French cooks who burn to distinguish
themselves.—The Boston Herald.

French cooks who burn to distinguish
themselves.—The Boston Herald.

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themselves.—The Boston Herald.

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themselves.—The Boston Herald.

French cooks who burn to disting

and fit.
From Norfolk will be sent the elegant From Norfolk will be sent the elegant bay mare, Little Thorn, record 2:231-4, one of the most elegant roadsters and drivers to be found. She is a prize, fast, handsome, and kind, fit for any gentleman's driving. There are some high class thoroughbred geldings that will be sold and they should attract attention, properly handled they are apt to prove prizes for hunters and saddlers. No by-bidding or reserve at this sale, every horse offered to go to the highest bidder. For further information regarding this greatest of all Virginia dispersals, consult the advertisement of Chamblin & Carter, in another column. BROAD ROCK.

English Crue'ty vs. Southern Lynching, A great deal of indignation has been recently envoked from the Governors and the people of the United States by the rumor that a self-constituted committee of Englishmen are coming over to the United States to investigate the fierce penalties which have, of late years, been inflicted upon those criminals found guilty of rune.

to the United States to investigate the fierce penalties which have, of late years, been inflicted upon those criminals found guilty of rape.

In the greatest number of cases these criminals have been negroes, and the crimes have been negroes, and the crimes have been perpetrated in the States, where, until recently, negro slavery existed.

The writer recalls in this connection a conversation with Dr. Josiah Knott, of Mobile, Ala, then the most eminent ethnologist of America. We were commenting upon the fact that the negroes upon the southern plantations had behaved with such remarkable fidelity to their thanters, whose families in most instances, lav at their mercy. For the master and all other male members of the white families, were away in the armies, and their women and children were entirely unprotected by any of the white race. Yet none of us could recall an instance in which violence had been done to our women and children by the slaves.

Dr. Knott was of opinion that the negroe race is a very kindly race, but that of all mankind it is the most impelied by carrial desire. That while at home, with their own women about them, they had every opportunity and impulsion for sensual gratification, and were without motive to seek it from those whom they habitually feared and respected. The experience up to the last generation of the southern State corroborates this opinion of Dr. Knott.

The safe guards of the white families of the South have been broken down, the negro has opportunity and incentive to gratify his passions, which have never in his days of servitude been so free to him, and in many cases revenge quickens his desire.

The unnatural frequency of the violation of immature girls show this, while it explains and instifices the swift and fierce vengence of the fathers, brothers and husbands, whose tenderest have been the prey of these monstrous passions.

In the very presence of the rictims of such barbarity no man of our race should

ons. In the very presence of the victims of In the very presence of the victims of such barbarity no man of our race should be harship judged, when with his own hand he avenges his own wr nr. He is in no mood to leave to the law, delays the craft of ingenious lawyers, and the imbicility of juries the execution of a vengence, then his solemn duty, and peculiar right.

The prompt action of the courts and juries in recent cases of rape and murder, give assurance that our own people have been awakened to the necessity of preventing the barbarous lynchings which have recently brought reproach upon us.

which have recently brought reproach upon us.
But of all the Christian people on earth, how is it that charges of inhumanity come from the English—who have in this age of enlight-ument and progress, perpetrated more cruelties than all of the rest of mankind?

We have to cite only the events of the nineteenth century to prove this.
When he great Duke of Wellington went to the Peninsular war, he declared medicine contribution of war.
When his English army gained possession of the cities of their allies and friend, which French garrisons had occupied, they sacked them with the brutality of fleathen warfare. St. Sebastain was for seven days at the will of British soldiery, who violated the women of all classes, while they plundered their homes.

A few years later these same British

omes, A few years later these same British

A few years later these same British solders invaded our country; made al lea of our Indian enemies and English officers led them on, while they inflicted the atrocities of Indian warfare upon our helpless people.

It is in the English navy only, that in the memory of men now living, the cruetites of the press gang, and the fearful penalties of "keel hauling" and "flogging around the fleet" have been perpetrated; and may still be found in the criminal code of that service.

It was for the dynasty which makes England to-day to wage the opium war, and to execute upon the Sepoy prisoners the unheard penalty of blowing from cannon.

upon the earth, and they have outly beyond any other people.

"Let him take who has the power. Let him keep who can." has been England's motto away back to the Norseman and the Danes, and the Norman, whose descendants they are and whose greed and crucity they represent to-day.

The sweeping and usual reply to this view of English character is: "They are a great people, Sir." So was old kome, great cance. Like little England, she encompassed the whole earth—Europe, Asia, and Africa were her tributaries. But no man ever says her's were good people. Nor do we remember that she ever sat up any claim to goodness. Our English kindred claim all the plety of creation. They are the champions of the great Protestant Church of England. As old Chetowayo said: First comes the missionary. The highest and greatest of our people believe them the exponents of the purest Christianity on earth. They will not consider the great charlities and pure influences of he Catholic Church. In a recent letter from a clever and good woman an earnest member of the Episcopal church, came this:

"As for Protestantism, the Germans dld their share for its preservation, while the French huguenots shed more blood in its behalf than ever English speaking, but are not English and cannot be counted as an argument upon her side of the question. We are a composite nation and our national character is most un-English.

"It is not fair to count Protestantism."

"It is not fair to count Protestantism as the only pure Christianity. The Catholie Church of the middle ages was a cesspell of iniquity, immoral, desenerate, degraded. But medern Catholicism has done more for the regeneration of the degraded. But modern Catholicism has done more for the regeneration of the masses of mankind than any ecclesiastical body whatever. And I believe that a fair and just comparison of her work in the last hundred years, among the heathen at home and abroad, will place her immeasurably in the lead, as the great evangelising influence of the world.

"I can't believe in her articles of faith, but when it comes to her works she commands my admiration."

Our blessed Lord says, by their works ye shall know them." Measured by this rule, where will our English kindred stand?

There is neither love nor charity for

There is used to their errand of professed humanity.

They hate us and fear us as they do no other people. We alone have humbiated them in war, and even surpassed them in prosperity, power, and humanity.

Therefore, it is their currupt literature teems with disparagement of American manners and American morals, and they have planted their ports and naval stations along our whole seaboard, and are now seeking to control that Nicuraguan canal, so escential to our commerce and our safety too.

SPOTTSYLVANIA.

Talented and a frincess.

Living in comparative retirement at 2 State street, Brooklyn, a section of the city very popular as a place for homes for the better class of Arabs, is

the city very popular as a place for homes for the better class of Arabs, is a young lady who gives promise of becoming quite the rage in social circles during the next season, provided she can be induced to throw aside books for festivities for an hour even during her stay in America. This is Fannitza Abdul Sultana Nailde, known among her countrymen as the "Syrian Princes" and who will register at the Harvard annex as "Miss Alice Azeez."

Her cousin is the wealthiest man in Bairout, the family having been for centuries one of the ruling forces of the Orient. Her mother is with her in this country, but her father has returned to Calro on account of his heaith. Though only nineteen years of age, she has mattered the Arabian, Assyrian, Grecian, Latin, French, German, and English languages. Specimens of her needlework adorn the shelves of the Metropolitan Museum of Art, in New York city, and the Peabody Museum, at Cambridge, Mass.

Miss Azeez says that she will this year enter the Harvard annex. She says that in her own country men are not allowed to write until they can add a long chain of titles to their names. Women are not expected to write for publication, but she hopes to secure this privile; when she has obtained the titles from American and English universities. Then she expects to found a magnificent library which will become a monument to her father. She then proposes to give her life to the amplioration of the women of her race in the Orient and the public library is to become a part of the school system of the country.

Victoria's Fear of Fire.

Victoria's Fear of Fire.

Victoria's Fear of Fire,

Queen Victoria has a great fear of fire, and has aranged quite a complete fire brigade among her servants, so that it is at hand wherever she is in residence. They had a very successful "false alarm" lately at Osborne, and every one was at his post, according to order, as if aboard ship.

Prince Henry, among his other useful domestic roles, is chief of the little brigade. The Queen has taken the greatest interest in the whole concern, and frequently amuses herself by watching the drill. The firemen are chiefly stalwart young stablemen, grooms and footmen, but there are also two juvenile French cooks who burn to distinguish themselves.—The Boston Herald.

HER DUTY TO TELL.

One of the Loveliest of Ladies Writes Our Readers a Letter They Will Never Forget. It is a Grand Letter and Well Worth Reading.



We have received this remarkably interesting letter, with the accompanying beautiful portrait, from Miss E. Burke, of Amoskeag, N. H., and we place than before our readers:

"Soon after graduating from school, I was stricken down with nervous prostration, and no one but God knows what I suffered.
"I was so nervous that the least little

was so nervous that the least little

by Dr. Greene's Nervura blood and nerve remedy.

It is a wonderful tribute to the great value of this medicine in curing disease. There is a large class of people who, while not exactly sick, suffer from extreme nervousness, feel weak and tired, lack their old-time strength and ambition. They do not eat or sleep well, wake mornings tired, with duil-feeling head and no inclination to take hold of their work.

"I was so nervous that the least little thing would cause my heart to flutter and palpitate. I was also troubled with severe headache and diziness, which unfitted me for any mental work. I tried several highly recommended compounds, but they did me no good.

"At last I decided to give Dr. Greene's Nervura blood and nerve remedy a trial. What a blessing it has proved to me! I can truly say that I owe my present excellent health to Dr. Greene's Nervura blood and nerve remedy. We keep it in the house, as it cures a sick headache or neuralgia in every case, and gives immediate relief.

"I am so grateful for the good this wenderful remedy has done me, and in order that other poor sufferers may be pointed to the path of health. I deem it my duty to state what Dr. Greene's Nervura blood and nerve remedy. This medicine is recommended by doctors. It is not a patent medicine, but the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases, Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most successful living specialist in curing nervous and chronic diseases. Dr. Greene, of S. west Fourteenth street, New York City. He has the prescription of the most

COUNTY.

Modest Boy, Mr. Rowan's 19 Year Old-He Has Never Been Shed_Other South West Virginia Notes.

Craig people who attend the Botefourt Agricultural Fair were the members of the Simmonsville band. This band fur-nished the music for the company, and the Simmonsville band. This band furnished the music for the company, and in passing over the Price mountain between this place and Fincastie the heavy, gaily-hainted band-wagon overturned, badly hurting several of the men. However, they pulled themselves together as only plucky Craig boys can, and after giving good music to the five thousand visitors for several days, they returned home, not much worse for their sojourn in the sister village.

It was the Craig talent also which furnished the violin and banjo orchestrato which the gay throng danced at the Hay the House on Wednesday night; but they were not from Craig who made gay the assembled guests and richer the officiating minister in the three marriages which occurred in the hotel parlor during the Fair. Those fond hearts were from Botetourt county, the old mothercounty, born of Fincastle county more than a century ago.

CHAIG'S RANCHES.

More fine cattle and sheep were recently shipped from this station. Some of the finest sheep ranches in the country, not so much as to extent, but as to quality and purity of breed and richness can be found on the mountains of this county.

Dr. S. P. Grant, of Danville, Ky., has been on a brief visit to his sister, Mrs. James W. Marshall, Dr. Grant's father was the first dental operator in the valley of Virginia, having begun to practice dentistry with clumsy tools wrought by his own hands out of sliver and steel, over a charcoal furnace in the year 187. He did all the work in the valley of Virginia from Staunton, Lexington and the other towns out as far as Charleston, and much of that work remains to-day as monuments to his old-fashioned methods.

MODEST BOY.

Mr. Rowan was on the street this week driving his fine horse "Modest Boy." This animal is nineteen-years-old and has never been shod. His slender feet strike the ground as if shod with plush, and his high head sniffing the wind as he travels, makes one think thut Pegasus was not all a fable and that horses may have wings. Mr. Rowan says he has made more money from "Modest Boy" than haif the farms in the county.

Mr. Marshall spent a few days at home this week, but was not well enough to be out

Snow on the mountains this morning and much cold wind.

LITTLE GIRLS WARDROBES. Away Back in the Old Eighteenth Century Days.

It is difficult, is it not, children for us to picture to ourselves a little girl four years of age attired in kid mitts, a mask, years of age attired in kid mitts, a mask, a stiffened coat, with pack thread stays, a tucker, ruffles, bib, apron, necklace, and fan, and yet, in the year 1747 or thereabouts, we find Mr. George Washington ordering all these from England for his tiny step-daughter, "Miss Custis," and this was a specimen order for the outfit of a small gentlewoman of that time.

and this was a specimen order for the outift of a small gentlewoman of that time.

Here is a reproduction of the order for an outfit for Master Custis, aged six years, which will, I think, interest you; "6 Pocket Handkerchiefs, small and fine," 6 pairs Gloves, 2 Laced Hats, 2 Pieces India Nankeen, 6 Pairs Fine Thread Stockings, 4 Pairs Coarse Thread Stockings, 4 Pairs Worsted Thread Stockings, 4 Pairs Strong Shoes, 4 Pairs Pumps, 1 Summer Suit of Clothes to be Pumps, 1 Summer Suit of Clothes to be made of Somethins light and thin, 1 Piece Elack Hair Ribbon, 1 Pair Hand-Piece Elack Hair Ribbon, 1 Pair Hand-Piece Elack Hair Ribbon, 1 Pair Hand-Piece Elack Hair Ribbon, 2 Pairs Hand-Piece Slack of the Stocking of the William of the Wil

CRAIG'S SHEEP RANCHES. A.K. & C. E. SCHOOLD, 519 E. BROAD STREET.

-JUST OPENED-

----OF----

We have the Cheapest Line of

SS SHOE NO SQUEAKING

STEAMBOATA

O LD DOMINION STLAMSHIP COM-PANY. TRI-WEEKLY LINE FOR NEW YORK.

TRI-WEEKLY LINE FOR NEW YORK.
Steamers leave Richmond
every TUESDAY, WEDNESDAY, and FRIDAY at
6 P. M.
Leave New York (from
Pler 26, North river), for
dehmond every MONDAY,
WEDNESDAY, and SATURDAY at 2 P. M.

Caoin Fare.

Caoin Main street.

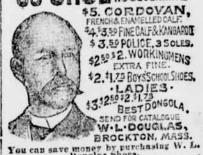
Caroin Fare.

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Our Fall Stock

UNDERWEAR, HOSIERY, etc.

SCHAAP, The Gents' Furnisher. PHONE 888.



BROCKTON, MASS.

You can save money by purchasing W. L.

Bouglas shees.

Because, we are the largest manufacturers of
advertised shees in the world, and guarantee
the value by stamping the name and price on
the bottom, which protects you against high
prices and the middleman's profits. Our shees
equal custom work in style, easy fitting and
wearing qualities. We have them sold everywhere at lower prices for the value given than
any other make. Take no substitute. If your

J. R. GOODE & CO., 1501 Main street.
W. A. SORG & CO., 326 east Broad street,
D. B. COX, Ashland.

tyl-su, we&fr

RAILROADS.

SOUTHERN RAILWAY.

SHORTEST AND QUICKEST ROUTE
SOUTH AND SOUTHWEST.
SCHEDULE IN EFFECT JULY 1, 1894.
LEAVE RICHMOND:
TRAIN No. 31, 12:30 A. M.
SOUTHBERN EXPRESS, daily for Dancets at Danville with the Washington and Southwestern Vestibuled Limited; carrying sleepers to Asheville and Hot Springs, Columbia, Augusta, Savannah, Jacksonville, and Tampa: Atlanta, Birmingham, Memphis, Shreveport, and New Orleans. At New Orleans and Memphis connections are made for all points in Texas and California. Sleepers Richmond. Va., to Danville and Greensboro.
TRAIN No. 35, 12:40 P. M.
L'AST MAIL, daily for all points South and Southwest. Connects at Moseley with Farmville and Powhatan railroad: Keysville for Clarksville, Oxford, and Durham.
Carries sleepers Danville to Columbia.

Durham. Carries sleepers Danville to Columbia, Augusta, Savannah, Jacksonville, and Atlanta. Parlor car Atlanta to Birming-

TRAIN NO. 17, 6:00 P. M. A MELIA ACCOMMODATION, daily ex-cept Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 6:20 A. M.; No. 36, 4:50 P. M.; No. 18, 8:45 A. M. YORK RIVER LINE VIA WEST POINT.

DAILY EXCEPT SUNDAY.
THE FAVORITE ROUTE TO BALTIMORE, PHILADELPHIA, AND
NEW YORK.
LEAVE RICHMOND:
TRAIN NO. 18, 4:45 P. M.
Baltimore Limited, daily except Sunday,
for West Point, connecting with York
River steamers for Baltimore, at which
point connections are made with rail lines
for Washington, Philadelphia, New York,
&c.

TRAIN NO. 10, 3:10 P. M.

Local Express, daily except Sunday. Stops at all stations. At Lestor Manor, connects with stage for Walkerton; also, connects with Baltimore steamer at West Point daily except Sunday.

STEAMERS LEAVE BALTIMORE 5 P. M. DAILY, EXCEPT SUNDAY. Trains from West Point arrive at Richmond at 3:05 A. M. daily, 10:40 A. M. daily, except Sunday and Monday, and 8:20 P. M. daily except Sunday.

TRAIN NO. 44, 7:00 A. M. L OCAL MIXED, daily except Sunday; leaves Twenty-third-Street station for West Point and intermediate

ton for vest Four and for the following points.

Ticket office at station, foot of Virginia street; open thirty minutes before departure of all trains,
City ticket office, 901 Main street.
J. M. CULF.
W. A. TURK,
Traille Manager. Gen. Pass. Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
JNO. M. BEALL, Tray'g Pass Agent.
920 east Main street, Richmond, Va.

ATLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-

ROAD TIME TABLE.

Commencing SATURDAY, October 6th, 184, at 1239 A. M., trains on this road will run as follows: TRAINS SOUTHWARD.

TRAINS NORTHWARD.

No. Petersburg Richmond 32— *2:44 A. M. 8:49 A. M. Fast Mall. 89— *7:55 A. M. 8:25 A. M. Acco'moda'n. 34— *10:25 A. M. 11:05 A. M. Norrolk Train. 402— *6:09 A. M. 6:49 A. M. Atlanta Spec'l. 38— *7:25 P. M. 8:29 P. M. N. & W. Con. 78— 5:31 P. M. 6:43 P. M. Tarough Train. 46— *6:29 P. M. 7:00 P. M. Norrolk Spec'l. · Dally.

STOPPING PLACES. Nos. 32, 45, 46, and 35 make 49 stops.
No. 403 stops on signal at Reams, Stoney
Creek, Jarratt's, and Belheid. No. 402
stops on signal at Drewry's, Centralia,
Chester, Reams, Stoney Creek, Jarratt's,
and Belheid. Nos. 23, 24, and 78 stop on
signal at Manchester, Drewry's, Centralia, and Chester, Nos. 20, 38, 43, 51, and

lis, and Chester. Nos. 20, 38, 43, 51, and % will stop on signal at all stations. Pulman Palace Builett Sleeping-Cars on all through trains. On trains Nos. 37 and 20 sleeping-cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA.

Leave Richmond 12:23 A. M. daily; arriving Weldon 2:38 A. M., and at Atlanta 5:09 P. M. via S. A. L. Through sleepers Richmond to Atlanta.

THE ONLY ALL-RAIL LINE TO

Richmond. *9.00 A. M. Norfol. 11:25 A. M. Richmond. 5:20 P. M. Norfolk. 8:45 P. M. Norfolk. 8:45 P. M. Norfolk. *8:50 P. M. Richmol. 11:26 A. M. Norfolk. *4:25 P. M. Richmol. 7:00 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:35 P. M. are solid trains between these two points; and passengers go through without change of cars.

Trains leaving Richmond at 9:00 A. M. and 11:50 P. M. and arriving at Richmond at 8:25 A. M. and 8:20 P. M. make close connections at Petersburg to and from Farmville, Lynchburg, and West.

R. M. SULLY,

Superintendent,

T. M. EMERSON. Traffle Manager.

SEABOARD AIR-LINE SCHEDULE IN DEFECT SUNDAY, JULY 8, 1894.

No. 403. No. 23, Daily, Daily. Ar. Wadesboro...... 8:27 A. M. 7.45 P. M. Ar. Monroe....... 9:22 A. M. 8:40 P. M. Ar. Charlotte...... 10:09 A. M. 9:45 P. M. Ar. Macon...... 7:50 P. M. Ar. Atlanta...... 4:09 P. as.....

ARRIVE RICHMOND. ARRIVE MCHMOND.

No. 402—"Atlanta Special," "Vestibuled Limited Train"—6:40 A. M. daily.

No. 78—Mail and Express—6:43 P. M. daily, except Sunday.

For tickets, Pullman reservations, &c., apply at ticket office, Dyrd-Street station; Richmond Transfer Company, 501 east Main street, and company's office, 836 east Main street.

JOHN H. WINDER, General Manager.

T. J. ANDERSON, Gen'l Pass. Agent.

H. M. BOYKIN, City Passenger Agt.

E36 east Main street.

W ANTED-PARTIES DESIRING
ALL KINDS, can have the work promptby and satisfactorily done by leaving their
orders at THE TIMES OFFICE. Terms

BAILROADS.

Chesapeake and Ohio Railway,

EFFECTIVE OCTOBER 15, 1894. TRAINS LEAVE RICHMOND. BROAD-STREET STATION.

BROAD-STREET STATION.

8:40 A. M., Daily, with Parlor Car for local stations, Newport News, Old Point, Norfolk, and Portsmouth.

3:00 P. M., Daily, with Pullman, for local stations, Newport News, Cad Point, Norfolk, and Portsmouth.

8:30 A. M., Local train, except Sunday, for Clifton Forge. Connects at Gordonsville for Washington, at Virginia Midiand Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:20 P. M., The Cincinnati and St. Louis Limited, daily, with Pullman Sicepers to Cincinnati and St. Louis, Stops only at important stations. Meals served on dining cars. No. 7, a local train, except Sunday, follows No. 1 from Charlottesville to 5:30 P. M., Local train, except Sunday,

6:30 P. M., Local train, except Sunday, accommodation for Charlottes-

2:20 P. M., Point.
2:20 P. M., Daily from Cincinnati and Louisville.
6:55 P. M., Daily from Norfolk and Old Point.
8:00 P. M., Except Sunday from Clifton Forge.

6:00 P. M., Daily, from Lynchburg, Lex-ington, Va., and Clifton Forge. JOHN D. POTTS, Division Passenger Agent,

R., F. & P. R. R.

FREDERICKSBURG ACCOMMODA-TION.

DAILY EXCEPT SUNDAY. 4:00 P. M., Leaves Byrd-street station.
Arrives at Fredericksburg at
6:45 P. M.

Na. W Horfolk Western B.R.

SCHEDULE IN EFFECT JUNE 24, 1894. LEAVE RICHMOND (DAILY), BYRD-STREET STATION.

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STREET STATION.

STORY AND NOR FOLK VESTIBULED LIMITIED. Arrive Norfolk 11:25 A. M. Stops only at Petersburg. Waverly, and Samolk. Second-class tickets not accepted for passage on this train.

STATE CHICAGO EXPRESS for Lynchburg. Roanoke, Bluefleid. Pocahontas, Kenova, Columbus, and Chicago, Puliman Buffet Sleeper Roanoke to Columbus without change. Also for Pulaski, Bristol, Knowtile, Caattanooga, and Intermediate points, Puliman Sleeper Radford to Chattanooga.

Chattanooga, Also for Pulaski, Bristol, Knowtile, Caattanooga, and Intermediate stations; arrives at Norfolk at Stop by M. For Suffolk, Norfolk, and Intermediate stations; arrives at Roanoke 139 A. M. with Washington and Chattanooga, Limited. Pullman Sleepers Roanoke to Memphis and New Orleans. Dining Car attached. Also, for Bluefleid and Pocahontas. Also, for Rocky Mount and all stations on Winston-Lalern division. Pullman Palace Sleeper between Richmond and Lynchburg. Bertha ready for occupancy at Stop of the West daily at 6:00 A. M. and 7:00 F. M.; from of with and the East at 11:06 A. M. and VESTIBULED LIMITED 7:00 P. M. COURTNEY, District Passanger Agent. General office, Roanoke Va.

DEPARTMENT OF OUR BUSINESS,
OUR STOCK OF
TUBULAR AND LOCOMOTIVE

From 6 to 50-horse power,
HORIZONTAL CENTRE CHANK
ENGINES,
Detached or mounted ou boiler, from
4 to 12-horse power.
These Engines and Boilers are new,
of our standard designs, that are well
known.
We also offer a lot of PULLEYS,
CRANKS, SHAFTS, etc., rough and
finished. Any of these can be bought
very low.

BICHMOND LOCOMPTIVE AND

accommodation for Chariottesville.

10:30 P. M., Daily, for Cincinnati, with
Pullman to Hinton and Gordonsville to Cincinnati and
Louisville. Meals served on
dining cars. Connects at
Covington (Va.) for Virginia
Hot Springs daily.

TRAINS LEAVE EIGHTH - STREET
STATION.

8:50 A. M., Daily, with Palace Car for
Lynchburg and Clifton Forge.
Connects at Bremo, except
Sunday, for Resney, at Lynchburg, daily, with N. & W. K.
R. for the Southwest, and with
the Southern Railway for
North and South; at Balcony,
daily for Lexington, and at
W. Clifton Forge with main
line Chesapeake and Ohlo railway.

4:40 P. M., Except Sunday, Local accom-

4:40 P. M., Except Sunday, Local accom-4:40 P. M., Except Sunday, Local accom-modation for Columbia, Va. TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION, 8:20 A. M., Daily from Cheinnati. 11:3 A. M., Daily from Norfolk and Old

TRAINS ARRIVE EIGHTH - STREET
STATION.
8:45 A. M., Except Sunday from Columbia.

Schedule commencing JUNE 25, 1894.
Eastern standard time:
7:00 A. M., Leaves Byrd-street station daily. Stops at Elba and local stations. Arrives at Washington 10:35 A. M.; Baltimore, 12 noon; Philadelphia, 2:20 P. M.; New York, 4:53 P. M. Puliman car to Wasnington.
12:00 noon, Leaves Byrd-street station daily except Sundays, Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Arrives at Washington at 3:40 P. M.; Baltimore at 5:24 P. M.; Philadelphia, 7:49 P. M.; Philadelphia, 7:49 P. M.; Philadelphia, 7:49 P. M.; New York 10:38 P. M. Parlor car York 9:08 P. M. Parlor car Washington.
7:06 P. M., Leaves Byrd-street station daily. Sleeping cars Richmond to New York and Washington to Philadelphia. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Stops at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:53 A. M. Arrives at Byrd-street station daily. Sleeper from New York, Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.; Prior of Dinder Stops at Other station of Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba, Stops at other station daily except Sunday. Stops at Widewater, Brooke, Fredericksburg, Guinea, Milford, Penola, Rutherglen, Doswell, Taylorsville, Ashland, and Elba, Leaves Washington at 8:30 P. M., Arrives at Byrd-street station daily. Stops at Fredericksburg, Doswell, and Ashland, and Elba, Leaves Washington.

6:53 P. M., Arrives at Byrd-street station daily. Stops at Fredericksburg, Doswell, and Ashland, and Elba Leaves Washington.

6:53 P. M., Arrives at Byrd-street station daily. Leaves Washington at 8:30 P. M. Stops at Elba and principal local stations. Pullman car from Washington.

FREDERICKSBURG ACCOMMODA-TION.

Arrives at Fredericksburg at 6:45 P. M.

8:30 A. M., Arrives at Byrd-street station. Leaves Fredericksburg at 6:09 A. M.

DAILY EXCEPT SUNDAY.

6:42 A. M., Leaves Elba, Arrives at Ashland TRAINS.

6:20 P. M., Leaves Elba, Arrives at Ashlend at 7:24 A. M.

6:40 A. M., Arrives at Elba, Leaves Ashland at 6:00 A. M.

6:04 P. M., Arrives at Elba, Leaves Ashland at 6:00 A. M.

C. A. TAYLOR, Traffic Manager, E. T. D. MYERS, Gen'l Sup't. ap26